

January 3, 2010

TO: Members of the Transit Committee

FROM: Kevin Wallace, Transit Program Manager

SUBJECT: REGIONAL TRANSIT FRAMEWORK STUDY

MAG is responsible for system level transit planning activities that have the potential of impacting the Regional Transportation Plan (RTP). In cooperation with MAG member agencies, Valley Metro Rail (METRO), and the Regional Public Transportation Authority (RTPA), MAG has developed a Regional Transit Framework. The Framework identifies regional transit needs beyond what is currently funded through the Regional Transportation Plan (RTP). The study also helps establish a regional transit vision for 2050, with more detailed project descriptions for year 2030.

Through a detailed analysis of land use, socioeconomic conditions, existing and planned transit service and infrastructure, along with input from transit rides and non-riders, the Regional Transit Framework identifies transit needs, deficiencies, opportunities, and constraints. The study then identifies three distinct options for developing the future transit system, as outlined below:

Basic Mobility – The first scenario includes minimal service expansion with the same types and levels of service provided today and currently programmed in the Regional Transportation Plan (RTP). The purpose of this scenario is to illustrate what could be accomplished in the region if all current transit revenue sources are extended through 2030. In 2008 dollars, the Basic Mobility Scenario would require an additional \$2.05 billion over the assumed \$14 billion RTP Base Scenario.

Enhanced Mobility – The second scenario assumes that the region funds transit service at a level comparable to the average of the peer regions evaluated through this study. Additional service would be provided for improved bus service frequencies, expanded express bus service with some routes operating all day, expanded arterial Bus Rapid Transit (BRT) service, the construction and operation of new high-capacity transit corridors, and a seamless regional ADA paratransit program. In 2008 dollars, the Enhanced Mobility Scenario would require an additional \$11.05 billion over the assumed \$14 billion RTP Base Scenario.

Transit Choice – The third assumes that the region fund transit service at a level comparable to the Seattle region, which had the highest per capita investment level among the peer regions evaluated for this study. The Transit Choice Scenario accomplishes all of the elements in the Enhanced Mobility Scenario, but it also includes additional high-capacity transit corridors and a larger network of supergrid bus routes to serve more areas of the region. In 2008 dollars, the Transit Choice Scenario would require an additional \$21.5 billion over the assumed \$14 billion RTP Base Scenario.

## Requested Action

1. Accept the findings of the Regional Transit Framework Study as the public transportation framework for the MAG region.
2. Accept the enclosed Illustrative Corridors Map for inclusion as unfunded regional transit illustrative corridors in the Regional Transportation Plan.
3. Recommend future planning actions identified in the study for consideration through the MAG Unified Planning Work Program process:
  - Establish a Regional Transit Foundation: Conduct a study to establish a regional transit vision and priorities for planning, programming and operating regional transit services and infrastructure investments. This effort would serve as the basis for transforming the current regional transit system from a collection of services and programs to a market based, regional transit system that more efficiently addresses the needs of the region.
  - Regional Transit Implementation Plan: Develop a detailed regional transit service implementation plan, based on a transit mobility scenario identified in this report or a combination of the mobility scenarios.
  - Regional Transit Revenue Opportunities: Conduct a comprehensive analysis of potential revenue sources.
  - Multimodal Transit Connections Study: Identify potential service and infrastructure needs necessary to support intercity transit service connections.
  - Regional Park-and-Ride Opportunities Study: Identify potential site locations for future park-and-ride facilities identified in the Regional Transit Framework. The study would also assist in refining capital and operations costs.
  - Regional Operations and Maintenance Facilities Study: Assess existing and future needs and opportunities for regional operations and maintenance facilities. The study would include facilities to support all modes of public transit in the region and would identify potential opportunities for combining modes at facilities to take advantage of economies of scale.
  - Corridor Studies: Conduct detailed corridor studies for high-capacity transit alternatives identified in the Framework or in other studies. The studies would identify local feasibility of corridor investments.
  - Alternative Land Use Scenarios/Transit Oriented Development: Conduct a study to evaluate the impacts of alternative land use scenarios along designated regional transit corridors.

If you have any questions or comments please contact me at by telephone at (602) 254-6300 or by email at [kwallace@mag.maricopa.gov](mailto:kwallace@mag.maricopa.gov).